

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6.00
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No. 16,036. 號六十三零千六萬一第. 日一初月八年元統宣 HONGKONG, TUESDAY, SEPTEMBER 14TH, 1909. 二拜禮 號四十四月九年九零百九千一英港香 PRICE, \$3 PER MONTH.

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SINGLE and DOUBLE ROOMS To Let
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Proprietor.

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a827]

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WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
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8.45 p.m. and 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAY.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. and 9.00 p.m., 9.45 to
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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [1152]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

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more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on
TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS
and NON-IRRITANT to HUMAN and ANIMAL life. NON-CORROSIVE.
ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.

PRICE ... \$ 3.00 PER 1 GALLON DRUM.
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CO-EFFICIENT 10; IN 1 GALLON DRUMS. } To be obtained from usual Dealers.
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Ask other Manufacturers of Fluids for a GUARANTEE of the GERMICIDAL
STRENGTH of their products (in relation to Pure Carbolic Acid) under the
STANDARD TEST on TYPHOID GERMS, and then compare the result with our
HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the
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[a1133]

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"GOLF BRAND" YORK HAMS.

THESE HAMS ARE SPECIALLY SELECTED AND CURED
FOR LANE, CRAWFORD & CO., WHO GUARANTEE
THEIR EXCELLENCE AND FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 11th August 1909. [a33]

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WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★★ - - - \$23.50

" ★★★★★ - - - 21.00

" ★★★★★ - - - 17.75

" ★★★★★ - - - 21.00

WHISKY, PALL MALL - - - 21.00

" JOHN WALKER & SONS' - - - 13.25

" OLD HIGHLAND - - - 11.25

" C. P. & CO.'S SPECIAL - - - 21.00

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PORT WINE, INVALIDS - - - 16.75

" DOURO - - - 21.00

SHERRY, LA TORRE - - - 42.00

" AMOROSO - - - 44.00

BENEDICTINE, D.O.M. - - -

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

[a51]

"WHITE HORSE" WHISKY.

MACKIE & CO. DISTILLERS LTD. Estab. 1742.

LAGAVULIN, DISTILLERY, ISLAY.

By Royal Appointment.

Quality the Secret of Success.

LANE, CRAWFORD & CO. \$15 PER DOZ.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a34]

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S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - APRIL 16TH.

LONDON - - - - - APRIL 23RD.

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1ST SALOON £71.10 SINGLE; £106 14 RETURN.

2ND " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,

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17, QUEEN'S ROAD, CENTRAL.

JUST LANDED:—

EASTMAN'S KODAK FILMS.

FOLDING CAMERAS FITTED WITH

"ZEISS," "GOERZ," "ROSS" LENSES ON

COMPOUND SHUTTERS

AT MODERATE PRICES.

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A SPECIALITY. [a809]

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HIGH-CLASS BILLIARD TABLES.

AND

ACCESSORIES.

QUES;

CUE TIPS,

WAFERS.

BALLS.

CATALOGUE ON APPLICATION.

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[a868-2]

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NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908

£19,121,310.

I. Authorized Capital ... 25,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,204,753 7 10

The Underwritten AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 14th August, 1909. [908]

NOTICE

HAVING been appointed AGENTS in

Hongkong for the WESTERN ASSURANCE

COMPANY, we are prepared to accept approved

European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,

Hongkong, 18th August, 1909. [1083]

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HOOSAIN-ALI & CO.

THEY are now showing a New Stock of

SIDE COMBS, BACK COMBS and

DRESS COMBS, HAIR NAILS and

Various Kinds of HAIR SLIDES.

Corner of ZETLAND St.

Hongkong, 3rd September, 1909. [41]

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NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

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1674

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager. [a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a998]

"KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "KINGSCLERE," A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE. [a45]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.

Apply to Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a44]

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SHAMKIN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMKIN."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDM.

Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,

Proprietor. [a1623]

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(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (S. S. Sai An and Sai Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER. [a196]

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

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and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE

M. MAILLE, Proprietors. [46]

THE DAIRY FARM CO., LTD.

BUTTER.

"HONEYBUCKLE" brand, \$1.00 per lb.

"DAISY" brand ... 80 "

"DAIRYMAID" brand ... 70 "

"BUTTERCUP" brand ... 65 "

[a563]

INTIMATION

A. S. WATSON & CO.
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WINE AND SPIRIT MERCHANTS.

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	Per Case	Per Case
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ST. ESTEPHE ...	\$ 8.00	\$ 9.00
ST. JULIEN ...	10.00	11.00
LA ROSE ...	13.00	14.00
CHATEAU HOUT BRION		
LARRIVET ...	19.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ ...	21.00	24.00
CHATEAU PONTET		
CANET ...	25.00	
CHATEAU LA TOUR		
CARNET ...	30.00	
CHATEAU RAUZAN ...	44.00	
CHATEAU LAFITE ...	50.00	

The above Clarets, imported from the well known firm of CHAS. RANCOURT ET FILS, are of exceptional value, and guaranteed to be the genuine product of the Jule of the Grapes.

Clarets from the celebrated Chateaux above mentioned are too well known to consumers to need further comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.
LIMITED.ALEXANDRA BUILDINGS
AND KOWLOON DISPENSARY.

Hongkong, 8th September, 1909. [29]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash. Telegraphic Address: PRESS. Cables: A.B.C. 5th Ed. Editor. P.O. Box, 34. Telephone No. 12.

BIRTH.

On August 18th at Kistrup, Sandefjord, Norway, the wife of HENRIK ALGAARD, of a son.

MARRIAGE.

At St. Joseph's Church, Hongkong, on the 13th September, KATHLEEN ELLEN LINDAHL to ALFRED JOSEPH WALTERS, Chief Engineer S.S. *Charina* Harbourside.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 14TH 1909.

We have not, as yet, at all events, seen cause to alter our expressed conviction that the government of the Regency is sincerely desirous of introducing a thorough reform of the fiscal system of China; it, however, at the beginning, seems to have entirely underestimated the power of the reactionary forces, which its well-meant efforts to clear the den of corruptions have brought into prominence once more. The difficulty is the same in kind, though fortunately not in degree, as in September, 1898, followed on the expulsion from the Palace of the arch-treacher LI HUNG CHANG; when the discredited EMPRESS DOWAGER TEE HI, furious at the attempt of her recently emancipated protégé to act on his own initiative, consigned him to an ignominious imprisonment, which lasted through the remainder of his unhappy life, and only ended with his mysterious death the day before that of his implacable persecutrix. Foremost in the list of the financial blunders which are keeping China still at the tail-end of the race, is, of course, *liken*, and now and then from Peking we hear the far-off thunder of the contest.

The Government of the Regency is by no means so blind to the ill-effects of the system at large, and more especially to its hampering results, so far as the Imperial prerogative is concerned, as many, or indeed most of our would-be authorities on Chinese affairs would have us believe. That Government is, however, reminded daily of the enormous difficulty of the task that any attempted interference would entail. One of the worst features of the case is that no one, even of those most intimately associated with the collection, has the slightest knowledge either of the amount collected, nor of the cost of collection. The Provincial authorities are in this little better off than Peking; the collectors hold no official rank, and have no place in the official hierarchy, and are subjected to no official control, the whole system being one of contract and sub-contract, down to the lowest coolie on the look-out for passing boats, or told off to watch the cultivator bringing in on his back to the nearest village the produce of his small patch of garden ground. No provincial official however, will interfere with the *liken* collector; to do so, he finds, would be to quarrel with his own bread and butter, for although he gets nothing directly, it is the *liken* that pays for the gunboats and crews in the next creek, and they constitute as a rule the only guard and protection that he has in case of need. The gunboats, though under the orders of the Magistrate, know well that it is useless to look to him for payment of their wages, so are devoted to the *liken*. Then in each province the *liken* collectors and their satellites, all living on the vitals of the land, number their thousands, often their tens of thousands, all of whom are bound by the strongest bonds of common interest to support one another. There is thus in every province in China an *imperium in imperio*, whose interests are distinct from, and generally opposite to, those of the government, be it metropolitan or provincial. This *imperium* for the most part is master of the only armed police force in the district, and is accustomed to use it when there is any disposition shown on the part of the traders of the district to grumble at the amount of the fees extracted. Moreover, there is no settled tariff. The holder of each collecting post has had to pay before appointment a heavy sum down, and has to recoup himself as best he can for his own expenses, and the expenses of all those who consider themselves entitled to live off him, which with the peculiar family ideas of the Chinese in such cases is no light matter, as each ne'er-do-well of the family, however remotely connected, conceives himself of right entitled to support. Unfortunately Chinese public opinion here is always on the side of the useless hanger-on.

How wasteful such a system may become, we have an instance in the taking over of certain native Customs stations by the Imperial Maritime Customs in 1901. A small establishment at Santau in Fukien, a petty trading place whose principal market town was the city of Funing-fu, employed a staff of little short of 800 individuals, and returned as its collection 9,000 taels per annum, besides, as a *solatium*, the holder paid an insignificant sum of 2,000 more taels to certain provincial officials. Without raising the charges in any way, and simply by keeping proper accounts, and reducing the staff to sixty, afterwards found more than sufficient for the work, at the end of the first year, a sum of Taels 61,262, was actually remitted. True, this was not the *liken* but the Native Customs; it is, however, well-known that the administration of the Native Customs was purely itself compared with that of the *liken*, where the only recognised tariff was the amount the individual holder found it possible to scrow out of his own particular line of country.

In the year 1903, the Home Government, actuated with a desire to do something in China, sent out SIR JAMES MACART, a gentleman well-known in Indian financial circles, to ascertain what was the position in China, more especially with regard to *liken* which was described by the Chambers of Commerce in China as the worst of all the mercantile grievances with which they had to contend. Full of self-imagined importance SIR JAMES MACART came out to China, and met the usual fate of all such enquirers. He was, in fact, to shorten the matter, fooled to the top of his bent. Warned in time of the necessary consequence of the methods that he was adopting, the only result of his visit was to rivet the chains of *liken* still tighter, and to add to still more reactionary impediments being placed in the way of local industries than had previously existed. It was a repetition of the old days of SIR JOHN DAVIS, of CAPTAIN ELLOR, and LORD ELGIN. SIR JAMES MACART, like the prophet of old, had come in the pride of his heart to effect the destruction of *liken*, and

all other financial iniquities, but not knowing his business nor his men, he was turned about by SIR ROBERT HART, who under instructions from his, the Chinese, Government of the day, had other and very different purposes in view. SIR ROBERT succeeded in getting new sources of revenue placed under his control, which forthwith were taken possession of by the Imperial Lady at Peking, but of *liken* only vague promises of the genuine old Chinese type, which might mean anything—or nothing, principally the latter—were extracted. The charges were, on the contrary, very real, and have ever since seriously handicapped the industries of China.

When the Regency came into power at the beginning of the year, and the new Regent made an open profession of following in the steps of his brother, there were those, who ought to have understood better, who looked forward to the instantaneous regeneration of China. But a Regent in China is not an Emperor, even though individually strong, and what is not always its accompaniment, an intellectual man. This *liken* especially he saw was a serious impediment in the path of the Government; under the feeble administration of the debauched HIEN FANG, it had, as we have seen, grown up into an *imperium in imperio*, and, instead of being a tool in the hands of the Government, really was prepared to take charge itself. The one fortunate thing about the affair is that for once there has been unanimity reigning amongst the Foreign Powers, each and all of whom has had some grievance therewith connected requiring redress. Recently the Waiwupu has been taking the affair up, but what it says is an indication of the difficulties in the way. "All the Foreign Powers," it says, "have refused to consent to the increase of Customs duty and the abolition of *liken* until there is a uniform system of weights and measures, and a uniform code of laws for the registration of trade marks throughout China." This, though practically true, is, of course, a Chinese *façon de parler*. The uniform system of weights and measures is, the Government knows, a very important thing; but it is not what is really impelling it onwards. It may be well enough disposed to side with the outcry for the "Restoration of Sovereign Rights," but it has been too wise to be led away by such claptrap. Its real aim is to recover its power of control over the provinces; and here the *liken* system, as at present constituted, and acting independently of both Provincial and Metropolitan Governments is the great obstacle. Plainly, Peking and the Provinces both see that it is too powerful to be attacked in front, and that the only methods holding out a reasonable promise of success is a regular siege. Time was, and not so long ago, that the greatest opponents to any measure of the sort would have been the Provincial governments; but with the gradual enlightenment of the country, and the real desire on both sides to have the duties of Central and Provincial administrations defined under some constitutional system, this old sore of the necessary opposition of the Capital and the Provinces, has practically ceased to exist. This gradual rapprochement of the two is probably the best assurance we can have of the stability of the Regency, and the progress of reform in the financial system, which is one of the chief measures it has in hand.

An engineer artificer of H. M. S. *Britannia* died in hospital at Hankow on the 1st inst. from cholera.

The S.S. *Namany* brought sixteen deportees to the Colony from Singapore on Sunday, and another 118 arrived from Batavia yesterday by the steamer *Tjinhai*.

The British cruiser *Kent* returned from Weihaiwei on Sunday with five men who were injured in the boiler disaster which occurred on the *Other* last month.

It is very satisfactory to learn that the weekly plague return is discontinued until further cases of plague occur. Last week there was a clean sheet. The total number of cases for the year was 134, of which 121 were fatal. "Nil" was also written across the return for communicable diseases for the same period.

Refreshing ices, cooling ices and thirst-quenching drinks will be dispensed in the new Café which opens on Sunday in the old premises formerly occupied by the Weissmann Company. The new claimant for public patronage are the Vienna Café Company, Ltd., who announce that the bakery and Café will be under European management.

Rip van Winkle is no old-time myth. The following telegram dated August 31st last is published in the *Japan Mail* of the 2nd inst. "By special arrangement with the Tokyo *Asahi* 'Shimbun':—'Mr. McKinnon Wood has stated in the House of Commons that the Government has authorized the Government of Hongkong to advance £1,000,000 to the Chinese Government for the purchase of the concession for the Hankow-Canton Railway.' In Hongkong we heard the news in A.D. 1905.

A meeting of the Sanitary Board takes place to-day. The "Orders of the day" number twenty.

A Chinese contemporary states that a proposal has been put forward for an increase of duties on wines and tobacco in China.

Mr. D. A. M. Brown, of Penang, has won the Highland amateur golf championship at Pitlochry, beating Campbell by two up and one to play.

Messrs. Arnhold, Karberg and Co. are reported in a Hankow paper to have secured the contract for lighting the city of Changsha with electricity.

Mr. Fairbanks, Ex-Vice-President of the United States, accompanied by Mrs. Fairbanks, arrived in Shanghai last week and are staying at the Palace Hotel.

Dr. Folies, the ship's surgeon on board the steamer *Rajabari*, died from heart failure while the vessel was going up to Bangkok on August 28th. The deceased was very well known among the shipping fraternity in Hongkong and the Far East.

Singapore papers announce the death of Capt. Heinrich Oehlens, who had been a resident of Singapore close upon fifty years and was well known amongst the older members of the community. Capt. Oehlens was born at Itzehoe, Schleswig-Holstein, in January, 1839, and was therefore 70 years of age at the time of his death.

There were eight British cruisers in Colombo harbour on August 30. Besides the Admiral's flagship, the *Hyacinth*, there were three vessels belonging to the East India Squadron, viz. the *Proserpine*, *Fox*, and the *Sealark*, while the Australian Squadron was represented by the *Pyramus*, *Pioneer* and the *Psyche*, all three of which are to be recommissioned, and the new officers and crew turned over from H. M. S. *Terrible*.

By an unfortunate transposition of two lines in yesterday's leading article, due to a printer's error, the sense of a paragraph was destroyed. It should have read:—"It is worth pointing out in this connection that the import duty on wines and spirits into China ranges from 9 to 15 mace per imperial gallon (on rum and gin) to only 3½ mace per case on whisky and 5 mace on brandy; so that, unless we have a fairly large preventive service, a surreptitious import trade in wines and spirits from Canton and other coast ports may develop."

The following extract is from the *Gazette* of the Merchant Service Guild.—The Guild have addressed themselves, in a very emphatic way, to the Foreign Office regarding the diabolical treatment of Mr. W. G. Lawson, M. S. C., chief officer of the S.S. *Zubi*, who, together with Mr. Mc Cormick, second engineer, was arrested and treated in a most cruel and degrading way by the American Customs authorities at Manila, the charges for which there was no foundation whatever—being connected with opium smuggling. We trust that good will arise out of the Guild's action in this serious affair.

Mr. N. H. D. Cascarden, who had been lying ill at the General Hospital, Singapore, for some time, died in that institution last week, much to the regret of his colleagues of the Telegraph Company's staff and of the many friends who had come to regard him as a sterling young fellow. The cause of death was enteric fever complicated with pneumonia. He was the third son of Mr. W. A. Cascarden, Inspector-General of Police, and Mrs. Cascarden, who are now at home on holiday, and there will be very great sympathy with these respected residents of Singapore in their loss, as well as with the deceased's brothers, Mr. R. L. Cascarden, also of the Telegraph Co., and Mr. G. P. Cascarden, who is an assistant commissioner of police in the Federated Malay States.

To date, says the *Peking Daily News* of the 4th inst., about 500 students have been registered for the examinations to be held by the Waiwupu and the Board of Education for the purpose of selecting students to send to America. Of this number about 150 have registered for technical courses, and 350 for general collegiate courses. The first examination will be held to-day in the new Examination Hall, adjoining the premises of the Board of Education, and will be in Chinese literature. The examination of the second day will be in English composition and literature. Examinations will begin at 7.30 and last till 6 in the afternoon. Students who fail to pass these two preliminary examinations will not be permitted to take part in the examination in mathematics, history, modern languages, physics and chemistry, which will be held from the 9th to the 12th. Only 100 students are to be sent this year to enter various universities in the United States.

The following appointments in the Chinese Imperial Maritime Customs service have been notified:—Indoor assistants:—N. E. Bryant, E. Laporte, L. H. Lawford; all to Shanghai; Chief Tidemaster:—J. L. Lutz, to Amoy. Examiner:—E. Stevens, to Amoy. Transfer: as follows:—Indoor Assistants:—J. Knablen Peking to Shanghai. J. de W. Jansen Shanghai to Swatow. M. Kitahai Daien to Amoy. J. Devereux Shanghai to Hangchow. W. O. Law Shanghai to Wuchow. A. C. Bistard Hangchow to Shanghai. H. D. Hilliard Hankow to Swatow. H. Darby-Tynall Swatow to Foochow. E. E. Moran Peking to Foochow. E. H. Campbell Foochow to Shanghai. R. S. Hunter London to Peking. Outdoor Assistant Examiners:—J. J. Gorman Yehchow to Shanghai. J. Wolf Harbin to Shanghai. F. W. J. Schacht Nowohwang to Harbin. O. R. J. Konig Shanghai to Yehchow. F. W. H. C. C. Bistard, Assistant at Wuchow, and J. Bromley, Chief Examiner, Tientsin, have been granted leave.

Admiral Harbor, in command of the Philippine "Hambro" squadron, is expected to arrive in Hongkong after the tour in the north to-day or to-morrow.

The electric light installation at the Naval Yard was formally inaugurated last night. Mrs. Lyon, wife of the Commodore, performed the ceremony of switching on the light.

A gloom spread over the community of Shanghai last week on the announcement made that both Mr. Coath, superintendent of the Pacific Commercial Cable Co., and Dr. Goddard, an oculist, both American citizens, had died on the same day of cholera. The deceased gentlemen were related and had lived in the same house. Earlier in the week Mr. George Hirt, a German resident, had died of cholera.

The remains of Mr. Carl Koch were interred at Happy Valley last evening when a large number of mourners assembled to pay their last tribute of respect to one who was held in high esteem. At the monument the funeral procession was met by a representative body, which included Messrs. S. Swart, G. Engel, A. Koehn, H. Brodersen, Houser, C. G. Gok, J. C. K. Kitzmantel, J. Bitzen. There were many floral tributes.

Bishop Ingham, the Home Secretary of the Church Missionary Society, left Victoria last month for an extended tour of the mission fields, which will include visits to Japan, China, India, and Egypt. Mrs. Ingham accompanied him, and several prominent members of the Church Missionary Society gathered on the platform to see them off. The object of the bishop's tour is to gain a personal knowledge of the conditions under which missionaries work in different parts of the world, and he expects to arrive back in London next April.

Mr. F. A. Hazeland presided at a meeting of Justices held at the Magistracy yesterday afternoon. There were also present Messrs. J. R. Wood, F. J. Bodeley, R. H. A. Craig, G. H. Wakeman and C. D. Malbourne. The meeting was called to consider an application from Mr. W. Winch for a publican's licence to sell by retail intoxicating liquors at the Belle View Hotel. There were no police objections and the application was granted unanimously.

A pretty wedding took place yesterday at St. Joseph's Church, Garden Road, the contracting parties being Miss Elsie Kathleen, daughter of Mr. William Lysaght, and Mr. Alfred Joseph Walters, chief engineer on the S.S. *Charles Hardouin*. The bride, who was given away by Mr. A. E. Ramsey, (brother-in-law), wore a charming white silk colosseum gown trimmed with exquisite hand embroidery. Her bridesmaids were Miss Pereira and Miss E. Wood, while the bridegroom was supported by Mr. A. Lindberg and Mr. C. H. Wood. The ceremony, which was a quiet one, was conducted by the Rev. Father Augustine. Many friends and well-wishers of the happy couple were present, and afterwards went on board the yacht *Marion*, where Mr. and Mrs. Ramsey were at home. The honeymoon is to be spent at Wuchow.

OPIUM SUPPRESSION.

In the Spring of this year the Board of Finance appointed several officials to investigate the suppression of the cultivation of the poppy in the Provinces of Kiangnan, Anhui, Honan, Shantung and Shanai. They have now reported as follows:—With regard to Kiangnan, the cultivation of the poppy is confined to some fifteen districts within the Prefecture of Huaiyang, Sachow, Hsichow, and Tanchow, of these the produce of Fung, Pei, Siao and last there were disastrous floods in Kiangnan and the authorities attributed the fact that people had not stored grain for such emergencies to the cultivation of the poppy, and at once issued proclamations for the suppression of the growing of the opium plant. Last year the area under cultivation was reduced by more than one-half, and this year it is reduced by quite 90 per cent. It can, therefore, be confidently hoped that the cultivation of the poppy will entirely cease in the Province of Kiangnan. The South of Anhui is not suitable for the cultivation of the poppy, and it is confined to the North. Most of it is grown in Fungyang Fu and Yingchow Fu, but small quantities are also grown here and there in the other districts. Since the proclamations for its suppression were issued last year the quantity grown has been reduced.

Opium is grown in most districts in Shantung, but the districts of Tang Hsien, Taining, Kinhsiang and Tan Hsien produce the most. Last year the Governor of Shantung issued a proclamation suppressing the cultivation of the poppy, and he sent deputies to all parts of the province to make investigations with power to have all opium plants uprooted if they should find them. However, with regard to the three districts of Taining, Kinhsiang and Tan Hsien, leave has been granted to the people to finish the present crop, as seeds have already been sown, and if they are forced to uproot their opium plants they would be deprived of their means of livelihood; but it has been made clear to them that they must cease growing during the second-half of the year. On the whole the area under cultivation in Shantung is much reduced as compared with former years.

In Honan the districts of Haiyang, Shangkin and Yungcheng in Kweichow Fu, and Hsiao Chow, Shanchong and Changkai in Hsiao Chow, produce the most opium for the market. Last Autumn the Governor of Honan ordered his subordinates to prohibit its cultivation, and this Spring he sent out deputies to make investigations with power to uproot all opium plants found growing. But a lot is still grown in the Yangking district for the same state of things is prevailing there as in Taining, Kinhsiang and Tan Hsien. The local authorities petitioned to let the people finish the present crop on condition that they are to cease growing entirely during the second-half of the year. As to the rest of the opium-growing districts if cultivation has not entirely ceased very little is grown.

Opium is grown practically all over the Provinces of Shansi. Since the proclamations for the suppression of the cultivation of the poppy were issued no more has been grown in the south, and although it has not been entirely suppressed in the north only very little is grown here and there on the Mongolian Border. —Shanghai Times.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

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THE CHARGE AGAIN MR. BUTLER WRIGHT.

SHANGHAI, September 13th.
Mr. Butler Wright was brought before Mr. King, Police Magistrate to-day. Mr. Douglas, who had been instructed for the defence, asked the court to fix the amount of sureties for bail and so enable his client to return to Canton to explain matters requiring attention. His Worship said he proposed to return Mr. Wright to Canton in custody and he would apply for a consular warrant accordingly.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

THE KAISER ON THE GERMAN ARMY.

LONDON, September 13th.
His Majesty, the Emperor of Germany on arrival at Karlsruhe from the manoeuvres said in reply to an address of welcome that the German army constituted a rock of bronze on which peace would be built and would preserve a place in the world befitting the German Empire.

PEARY'S EXPEDITION.

A GRUESOME SPECTACLE.
LONDON, September 13th.
The Captain of a Newfoundland steamer met Commander Peary's party at Roosevelt, Battle Harbour. The ship showed signs of having been roughly handled by the elements, and the crew were pitifully thin and weakly. The whole presented a gruesome spectacle showing the arduousness of the Expedition.

END OF THE LIBERAL LEAGUE.

LONDON, September 13th.
The Liberal League will probably be dissolved.

ANTARCTIC EXPLORATION.

LONDON, September 13th.
Captain Scott starts on another expedition to the South Pole in August next.

GERMAN MILITARY MANOEUVRES.

LONDON, September 13th.
120,000 men, 20,100 horses and 540 guns were engaged in the German military manoeuvres. The figures are unprecedentedly large. The participation of a military airship fitted with wireless telegraphic apparatus was a feature of the manoeuvres.

ANOTHER AERIAL RECORD.

LONDON, September 13th.
At the Brescia Aviation Meeting the American Curtiss won the grand prix for flying 1250 kilometres in 49 minutes 24 seconds. Curtiss and Rougier have been inundated with offers of engagements at prices rivaling those commanded by Caruso.

KITCHENER.

Lord Kitchener left Colombo yesterday on board the M. M. steamer *Sydney* and should arrive in Hongkong on the 27th inst. No publicity has so far been given as to the preparations being made to welcome the distinguished officer, but it is not unlikely that his visit here will be associated with the ceremonial opening of the new Admiralty Dock.

ACCIDENT TO MR. J. J. LEIRIA.

While leaving the Portuguese Consulate on Saturday afternoon to proceed to the Corinthian Yacht Club's swimming carnival, Consul-General Leiria slipped on the road and fractured his right leg. On Sunday the leg was set by Drs. Stokman and Marriott, but Mr. Leiria will be confined to his bed for some time. The Consul had the misfortune to break the same leg about three years ago.

Journal of Management Studies, 19(1), 67-80.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Code: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

REMOVAL.

I HAVE REMOVED my Office to No. 41, WYNDHAM STREET.

H. M. H. NEMAZEE.

Hongkong, 14th September, 1909. [1201]

THE VIENNA CAFE COMPANY, LTD.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

BEGET to notify the Public that a modern and up-to-date BAKERY and CAFE under exclusive European Management will be opened at the above entirely rebuilt and modernized premises, on

SUNDAY, THE 19th INSTANT.

The Latest Sanitary Improvements Employed. Strictest Cleanliness all over the place.

Use only First Class Flour and other Material.

The Company has secured the services of Messrs. J. SOMMER and A. SOLOWSKY, for the Bakery and Confectionery Departments.

The long experience of both Gentlemen in up-to-date Establishments on the Continent is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 14th September, 1909. [1202]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NANSANG,"

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 14th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Hills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

General Managers.

Hongkong, 13th September, 1909. [16]

S.S. "OCEANIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or other ports in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation received from the Consignees before Monday, 13th inst., 11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMFERON, Agent.

Hongkong, 13th September, 1909. [2]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles.

The Chinese Sailor.

Likin and Customs Duties.

The Rubber Boom.

China's Import Duties.

The Macao Boundary Question.

Prisoners on China.

Random Reflections.

Hongkong News.

The Landing of Foreign Troops in Hongkong.

Death of Well-known German Resident.

Hongkong Legislative Council.

Alleged Embodiment by a British Accountant.

Hongkong University.

Military Funeral at Macao.

Hongkong Distinguished Visitors.

H. M. S. "Clive" Damaged in Collision.

Supreme Court.

Macao Notes.

Canton News.

A New Health Resort.

Hongkong St. Andrew's Society.

Cholera in the North.

The New Chinese Minister to Washington.

Correspondence.

The Lack of Educational Facilities at the Peak.

Neglected Sanitary Work.

Death of the Bishop of Nueva Caerres, P. I.

China Tea.

Company Reports:

The Hongkong Hotel Co., Ltd.

Company Meeting.

China Light and Power Co., Ltd.

Hongkong Hotel Company.

The Yokohama Specie Bank, Ltd.

Far Eastern Telegrams.

The Trade of Canton for 1908.

Chinese Railway Funds.

Annual Report on Weihaiwei.

Philippine Minerals.

Hongkong Gymkhana Club.

Local Sport.

Notes from Foochow.

Commercial Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 14th September, 1909.

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 8th September, 1909. [1185]

GREEN ISLAND CEMENT CO., LTD.

A FIVE PER CENT DIVIDEND OF THIRTY MONTHS ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 13th to the 25th September, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th September, 1909. [1176]

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the Hongkong Club, Payable on THURSDAY, the 30th September, 1909, will be held at the Hongkong Club House at 11 o'clock a.m., on SATURDAY, the 18th September, 1909.

Debtors of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary.

Hongkong, 2nd September, 1909. [1148]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd inst., at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1175]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

"GOOD VIEW." Care of "Daily Press" Office.

Hongkong, 14th September, 1909. [50]

WANTED.

FOR the English Department of the ELLIS KADDOORIE Hongkong College, an ASSISTANT MASTER.

Apply with Copies of Testimonials to THE HEAD MASTER.

Hongkong, 9th September, 1909. [1184]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—

C. SHROETER, King's Buildings, 11th Rd.

Hongkong, 1st September, 1909. [1140]

AUCTION.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on MONDAY (WEDNESDAY), the 15th September, 1909, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee House Street.

HIGH CLASS GOODS.

Comprising:—

HUCKABACK TOWELS, TURKISH TOWELS, BATH TOWELS, GLASS, KITCHEN and PANTRY CLOTHS, HAND-EMBROIDERED BEDSPREADS, TOP SHEETS, PILLOW CASES, IRISH LINEN DOUBLE DAMASK TABLE CLOTHS, with SERVIENTTES, HEM-STITCHED SHEETS, White and Cream Laid CURTAINS, 3 yards, 3 1/2 yards and 4 yards long, MARCELLA TOILET QUILTS, CARPETS and AXMINSTER RUGS, WHITE LAWN UNDERSKIRTS, SKIRTS, DRESS LENGTHS, FLANNELS, HANDKERCHIEFS.

An Assortment of WITNEY BLANKETS and GENT'S SUIT LENGTHS.

(The above are all New Goods.)

Catalogues will be issued.

Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th September, 1909. [1191]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

SOLE AGENTS:

ITSUI BUSSAN KAISHA.

[1128]

INTIMATIONS

THE COMMITTEE OF THE HONGKONG CRICKET CLUB

HAVE ARRANGED A PROMENADE CONCERT Under the Distinguished Patronage of H.E. Sir F. LUGARD, K.C.M.G., C.B., D.S.O., and THE COMMODORE.

To be held IN THE GROUNDS OF THE CLUB, ON SATURDAY, the 18th September, 1909, at 9.15 P.M.

By kind permission of Lieut.-Col. BAYARD, D.S.O., and Officers, the Band of the "Buffa," conducted by Bandmaster Hewett, will assist.

The following Ladies and Gentlemen have promised to assist:—Miss GABRIEL POTTIS, Mesdames BADELEY and BEILINGS; and Messrs. HANNIDAL, HONE, CARROLL, G. P. LAMBERT and WORCESTER.

TICKETS ... \$1.00

May be obtained from any Members of the Club or:—The Robinson Piano Co., Messrs. Moutrie & Co., Ltd.

The Hon. Secretary of the Kowloon Cricket Club. A Late Car will Run to the Peak.

Hongkong, 13th September, 1909. [1187]

E. R.

TENDERS are invited for the Supply to H.M. Naval Yard of the undermentioned TIMBER MATERIALS for one year from 18th October, 1909, viz:—

TEAK, AMERICAN FIR, OREGON PINE, CAMPHOR WOOD, HARDWOODS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. A deposit of One Hundred Dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The Tenders, which will be received till Noon on 2nd proximo, should be sealed and addressed to the NAVAL STORE OFFICER, H.M. Naval Yard.

The lowest or any tender will not necessarily be accepted.

Hongkong, 13th September, 1909. [1196]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

TO LET.

DUNHAVEN, 33, ROBINSON ROAD, 52, CAINE ROAD.

Apply to—

HO U MING, 81, Queen's Road Central.

Hongkong, 7th September, 1909. [1177]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11, Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1909. [911]

OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—

JOHN D. HUMPHREYS & SON, Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1909. [818]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the beautiful Summer Resort and Sanatorium, near Foochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [794]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW" Kowloon. A Small Garden attached. Moderate Rental.

HOUSES IN LYEMOON VILLAS, Kowloon.

Apply to—

ARRATON V. APCAR & Co., 14, Des Vaux Road. Hongkong, 24th August, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMEIDA & CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [936]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE, 9, Peddar's Hill. Hongkong, 14th August, 1909. [1073]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1909. [1035]

TO LET

TO LET.

NO. 1 and 3, MORRISON HILL, Also OFFICES at No. 2, PEDDAR STREET. Apply—

MESSRS. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yammati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 29th June, 1909. [909]

TO LET.

NO. 75, WYNDHAM STREET, SIX ROOMS HOUSE. Electric Fittings. Out-houses. Apply to—

A. P. AVASIA, 1, Duddell Street. Hongkong, 10th September, 1909. [941]

TO LET.

A HOUSE in Wong Nei Chong Road. A HOUSE in RIVINGTON TERRACE. OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 1st Floor.

OFFICES in YORK BUILDING. GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST. Apply—

CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [254]

TO LET.

STORAGE. FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 41,000 SQUARE FEET. 999 YEARS' LEASE. For Particulars apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1909. [98]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMKIN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in DUDDELL STREET. HOUSES in BEILINGS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—TWO CHIES, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 30th August, 1909. [100]

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO, 14, Arbuthnot Road. Hongkong, 4th August, 1909. [1036]

TO LET.

IN No. 6, DES VEAUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

Apply to—

DAVID SASSOON & Co., Ltd. Hongkong, 7th August, 1909. [1054]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc. lately occupied by Weissmann Ltd., for Tiffin Rooms.

Apply to—

YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909. [871]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Taig Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,500
RESERVE FUND ... 250,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits:

For 12 months ... 4 per cent.
For 6 " ... 3 1/2 " " "
For 3 " ... 2 1/2 " " "

EVAN ORMISTON, Manager.

Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... " 15,900,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

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During the great October Sale of The Times Book Club, the best books of the year will be offered at enormous reductions. An advance edition of the Sale Catalogue (not for distribution in Europe) will be sent to you post-free on application. This Catalogue will put you on an equal footing with the Londoner and enable you to have the first choice of the bargains. Write for the Catalogue by this week's mail to

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[1024]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2,377 tons each) as follows:

Leave	Shanghai (Steamer)	Arrive	Dairen	Leave	Dairen	Arrive	Changchun
Ar.	Monday	11 a.m.	Ar.	Monday	8.50 p.m.	Ar.	Monday
Ar.	Monday	9.15 p.m.	Ar.	Monday	5 a.m.	Ar.	Monday
Ar.	Monday	6.55 a.m.	Ar.	Monday	3 p.m.	Ar.	Monday

Connecting at Harbin with State Express for Moscow.

SOUTH-BOUND.

Leave	Harbin (Russian Train)	Arrive	Changchun	Leave	Changchun	Arrive	Dairen
Ar.	Monday	6 p.m.	Ar.	Monday	2.10 a.m.	Ar.	Monday
Ar.	Monday	7 p.m.	Ar.	Monday	2.30 a.m.	Ar.	Monday
Ar.	Monday	12.30 p.m.	Ar.	Monday	afternoon	Ar.	Monday

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Theo. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN. Tel. Add.: "MANCHU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

JUST LANDED
A LARGE ASSORTMENT OF LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO.
PHOTO-SUPPLIES.

28, DES VERTS ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1909. [629]

LADY'S LONELY JOURNEY.

AMONG SAVAGES.

Miss Charlotte Mansfield, poet and novelist, has returned to London after a seven months' hazardous journey through Africa from Cape Town to Cairo, unattended by any white companion, and in regions where no white man or white woman has ever before set foot. Miss Mansfield has brought back with her several cases of curios and a new ambition.

"I should love," she said to a *Daily Chronicle* representative, speaking of Rhodesia, "to go there and settle down on a farm." She and her husband, and the faintest of summer costumes, Miss Mansfield does not look the part of a venturesome traveller. Yet the dangers attending her journey were many, and so serious that insurance offices "refused" her when they learned the nature of her enterprise. She has returned with health unimpaired, but a stone lighter than when she left London.

"I was in several very tight places," she admitted with a laugh, "but that part of the story must wait for my book. Of course, I carried arms, a rifle and revolver, for 'the pot,' and before I left the King's gunmaker placed his private shooting ground at my disposal for practice."

Miss Mansfield, however, had nothing to fear from the natives, and she is enthusiastic in her praise of those who have not been, as she puts it, "contaminated by too much civilisation."

CHIVALROUS NATIVE.
"What pleased me most of all," she said, "was that, although I was absolutely alone with all these men—big, strong, healthy, happy savages, who could neither read nor write, and knew nothing of crime—they treated me with wonderful civility. I felt that it was a great pity to interfere with their religious morals; they ought to be left alone, with all their native customs unadulterated."

It follows that, holding these views Miss Mansfield has not a high opinion of the results of missionary enterprise.

"It is all very well," she said, "to teach the natives to be clean and industrious, but so many of these men, directly they take to the Christian religion, use it merely as a disguise for hypocrisy. They associate Christianity with bowler hats and European clothes. It is all a matter of dress with them. I do not belong to any special church, but I must say that the Catholics keep the natives in their place, and therefore they are respected. The trouble, however, is that so many missionaries make pets of the boys. It is absolutely absurd to treat the native as a 'black brother'; they lose all respect for you. The proper way to treat them is to be fair and just, but, also, firm."

In setting out upon her long and dangerous trip, Miss Mansfield's main idea was to study Rhodesia as a field for emigration.

"I have long been interested in Rhodesia," she said, "and was, besides, so absolutely tired of seeing the misery and destitution of so many people here that I thought I should like to study the country from a woman's point of view."

"And the result?"
"Rhodesia," said Miss Mansfield enthusiastically, "is a splendid field for emigration and will be a serious rival in the future to Canada. They have such harvests there now that if they did not grow anything for two years the natives would not starve. I examined the farms and the cattle kraals, and saw what immense natural resources the country possesses. I met one man who had tried Canada, and had given it up. He started seven years ago with only £50, and he leased 100 head of cattle from the Government. Now he has 750 head of cattle and everything else that a prosperous farmer can desire."

FIELD FOR EMIGRANTS.
"It is a splendid field for emigration if the right class of people go out. My great idea is that, instead of missionary Sundays we should have in England 'Emigration Sundays.'"

Altogether Miss Mansfield's journey occupied 218 days, and she covered in that time 15,728 miles. Part of the way she walked and part she was carried by natives in a machila, a kind of hammock swung on poles. In the more remote parts of the country a white man or a white woman had never been seen, and her presence caused intense excitement in the villages. Both men and women were quite respectful and friendly after they had been assured that she had no sinister designs upon their country or their institutions. They called her the "White Donna," and news of her appearance travelled far ahead of her in that mysterious way in which news is carried through savage countries.

In one village she had an amusing encounter with a native woman.
"I thought from her," she said, "a pair of wooden earrings studded with brass. She took them out of her ears, but evidently, woman-like, she repeated parting with any of her personal adornments. That same evening she came to my tent with a great lot of potatoes and indicated by signs that she wanted her earrings back. I had given her for them, so I made her understand that she could not have the earrings. She wasn't satisfied and sat for two hours outside my tent with her potatoes, a comical picture of despair, before she was convinced that it was useless."

At one part of her journey Miss Mansfield was laid up with fever, but from the medicine chest she carried she was able to doctor herself.

FROM CAPE TO CAIRO.
The following is a diary of the journey that has now ended so happily.

Left London January 9.
Reached Cape Town January 25.
Left Cape Town February 8.
Arrived outside Cairo August 6.
Back in London August 14.

The main points in this itinerary were: Cape Town, Kimberley, Bulawayo, Salisbury, Umtali, Bulawayo (second time), Livingstone Falls, and Broken Hill. From Broken Hill, which was reached by rail, she traversed a distance of 540 miles to a borehole, and thence she traversed British Central Africa by rail, subsequently walking for nine days until Maroua, on the northern side of Lake Nyassa, was reached. From there the Government gumbat conveyed her to Fort Johnson, where the machila was again brought into use for a three-days' journey to Zomba. This was the last stage before Cairo was reached, but Miss Mansfield was not allowed to enter the city owing to the prevalence of infectious disease. One disappointment of the journey was that she was unable to visit the famous Zimbeba Mine, the heavy rains having made the roads impassable.

LATEST STEAMER MOVEMENTS

The I.G.M. str. *Luzon* carrying the German Mails with dates from Berlin of the 25th ultimo, left Colombo on the 11th instant and may be expected here on or about the 22nd inst.

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on the 9th inst. at 5 a.m., arrived at Shanghai on the 11th inst. at noon.

The C.P.R. str. *Empress of China* arrived Kobe at 8.30 p.m. on the 10th instant, and left again at noon Saturday for Schanghai, where she is due to arrive at 6 a.m. on the 12th inst.

LORD CHARLES BEREFSFORD ON THE NAVAL INQUIRY.

The following letter was published in *The Times* last month:

Sir,—The report of the Committee appointed by the Prime Minister to investigate the statements made in my letter of April 2, 1909, is, in the main, a great satisfaction to me. Some of the reforms which my belief are essential for our naval organization have now been accepted and are part of the present Admiralty programme. My position as an officer lately exercising high command, and anxious as to the naval situation, was one of extreme difficulty. It was my bounden duty to represent to the Prime Minister in the first instance the dangers that were apparent to me. The Sub-Committee formed by the Prime Minister from members of his own Cabinet was virtually called upon to investigate a policy for which the Cabinet is responsible. Unless they had committed themselves to the complete reorganization of the Admiralty, it would hardly be possible for them to have produced a report more in accordance with my statements.

My action during the past two years in respectfully submitting certain suggestions to the Admiralty, and my letter to the Prime Minister after dismissal, have been followed by these satisfactory results:—

1. A large homogeneous fleet has been formed.

2. It is stated that this fleet will be placed under a single supreme control.

3. There is to be combined training of units with their respective divisions.

4. Some combined training of fleets took place during the recent manoeuvres.

5. It is believed that the effective strength at sea will be maintained by the substitution of these vessels away for purposes of refit or of regularity others.

The "nucleus crew" ships are now regarded as a reserve.

7. A Naval Strategic Bureau or War Staff at the Admiralty, to the necessity of which frequent attention has been called, is stated to be in process of formation.

8. A complete change has taken place in the organization and distribution of the Fleet on the lines suggested.

The manner of bringing about these reforms is quite immaterial, provided that the reforms are accomplished.

It cannot have been the intention of the Committee to imply that in any of my actions or communications with the Board during my tenure of command I was guilty of disloyalty to the spirit of the instructions of the Board, or that I ever failed to recognize their paramount authority. But the following paragraph in the report, considered apart from its context, might give rise to such an inference:—

and Lord Charles Berefsford, on the other hand, appears to have failed to appreciate and carry out the spirit of the instructions of the Board, and to recognize their paramount authority."

In the whole of the official communications which it was my duty to make to the constituted authority, there was not one word which could be construed into disrespect, disloyalty, and indiscipline, or which in the remotest degree reflected upon the paramount authority of the Admiralty. The report itself says that "the Board of Admiralty did not take Lord Charles Berefsford into its confidence."

Under such conditions, how was it possible for me to define what was in their lordships' minds and what their wishes were?

Upon the Admiralty and the Admiralty alone must devolve all responsibility for strategic plans, allocation of fleets, and numbers of vessels employed. The authority of the Admiralty must be paramount. But it is the duty of the Commander-in-Chief if he thinks plans, allocations, and numbers of ships are inefficient, or are insufficient to enable him to carry out the orders he may receive from authority, to make respectful representations to that effect.

Every Commander-in-Chief who undertakes to execute a plan which he thinks bad or injurious is criminal; he ought to make representations to insist upon a change, finally to resign rather than be the instrument of the ruin of his own people."

Such was Napoleon's view of the matter, and I was content to take it for my guidance. On these lines I have done my duty.

The Committee expressly dissociate themselves from giving any opinion with regard to the grave deficiency of medium cruisers and destroyers, beyond stating that they believe no extra danger to the country is involved in that deficiency. Upon this point I cannot but maintain my conviction that there is a present and a serious danger. It is conclusively shown by the final paragraph of the report of the Sub-Committee that the holding of this inquiry has been of immense educational advantage to the members of the Committee and therefore to the Cabinet. The finding that there was no danger "in fact" cannot be so much attributed to the excellence of the existing organization as to the good fortune of the country in not having been attacked during the period described by the Committee as that of "transitory and provisional character."

"I have the honour to be, sir, your obedient servant,"

CHARLES BEREFSFORD, Admiral.

1, Great Cumberland-place, W., August 16.

MISSIONARY MURDERED.

ATTACKED BY SAVAGES ON THE COAST OF SUMATRA.

News of a shocking tragedy comes from the Pagan Islands, a group off the West Sumatra Coast. The islands themselves are not of much consequence and the islanders are savages, whom the authorities on the coast have of late been trying to bring under control. The islanders dislike restraint in any form and show fight to official interference whenever it comes. On August 26 a party of officials went to South Pagan in a steamer, with a German missionary, Mr. Lett, as interpreter, to parley with people who hoisted the Dutch flag at the beach on their approach. At his own request, Mr. Lett, with some trustworthy natives, went in a boat to confer with the islanders off the beach. Two of the savages came in a skiff, stepped into the boat, and signified that they wished to go on board the steamer. They were armed with choppers. The boat was then rowed back to the steamer, upon which cries arose from the people on the beach. On hearing this, the savages in the boat wielded their choppers and cut down Mr. Lett. They then jumped into the skiff which was close at hand, with a third savage in it, and escaped to the shore. Mr. Lett was taken on board the steamer, and died on the evening of the same day. Troops have been despatched to the islands. Mr. Lett was a native of Strassburg, was in his 48th year, and had laboured in the islands for many years. He left a widow and several children.—*Strait Times*.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1909. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 9th August, 1909.

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING

AND H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits.

[958-1]

MARTIN'S APOLIARSTEEL PILLS
A French Remedy for all Indigestions. Thousands of Ladies always take a box of any irregularity of the System, a sure sign of Indigestion. Those who use them recommend them, because they are so effective and pleasant. They are sold through the World of Food and Drink. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APOLIARSTEEL PILLS

The World's Family Medicine.

A family medicine is a necessity. The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain. The wise keep the World's Family Medicine always at hand, and this is universally acknowledged to be

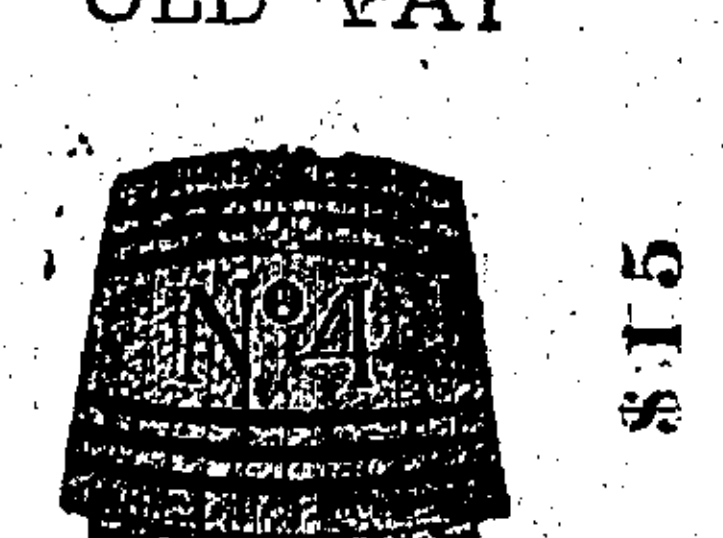
BEECHAM'S PILLS

Dose taken when ailments arise will quickly remove the cause of the trouble, and good health will speedily be restored. They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action. Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

HORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT HORNE OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1850.

SCOTCH WHISKY.

SOLE AGENTS IN 1033 HONG KONG, CHINA & MANILLA, A. S. WATSON & CO. LTD.

These tiny Capsules—superior to Copalins, Cubebins, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDY.

FOR DISEASES OF THE CHEST, CRIMMALT'S SYRUP

OF HYPO-PHOSPHITE OF LIME. Prescribed in France for the last 30 years. It retains its reputation for Consumption, Obstructive Coughs, Colic, Distress of the Chest, Lunges, and BRONCHIAL TUBES.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being loaded and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 9.30 a.m.

All Claims must reach us before the 19th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo Ex. S.S. "BARBARIGO" from Catania via Port Said.

NORDDEUTSCHER LOYD, MELBOURNE & Co., General Agents.

Hongkong, 6th September, 1909. [5]

THE H.A.L. Steamship

"NICOMEDIA," Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 11th September, 1909. [1118]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I., A.L.C., and Engineering Code Use NEW DOCK NOW OPEN.

Extreme Length... 722 feet. Length on Blocks... 714 " Width of Entrance on Top... 96 " Width of Entrance on Bottom... 82 " Water on Blocks at Spring Tide 34 " DOCK No. 1.

Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 88 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide 64 " DOCK No. 2.

Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide 22 " PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

[805]

GRACA & CO.

No. 27 DES VERTS ROAD, Dealers in POSTAGE STAMPS AND PICTORIAL POST CARDS.

Just Received, a Selection of POSTAGE STAMP ALBUMS WITH MOVEABLE LEAF.

Duplicate Pocket Books. Magnifying Glasses, Watermark Detectors, Nickel Tweezers, "Peerless" Stamp Hinges, &c., &c. Inspection Invited. [910]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS. SIEMSEN & Co. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$6.87 and \$7.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety. Inspection Invited.

Wm. SCHMIDT & Co. Hongkong, 26th October, 1906. [623]

SINGON & CO.

IRON, STEEL, METAL, and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Cast Imports. General Storekeepers and Shipchandeliers. Nos. 32 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

SHIPPING.

ARRIVALS.

AUSTRIAN, French str. 3,843, Riquier, 13th Sept.—Shanghai 10th Sept. General Messageries Maritimes.

GERMANIA, German str. 1,055, F. Schmitt, 13th Sept.—Bangkok and Swatow 12th Sept. Messageries Maritimes.

GERMANIA, German str. 1,713, C. Jorgensen, 13th Sept.—Hongkong and Hoihow 12th Sept. Coal and Cement—Jensen & Co.

HALVARD, Norwegian str. 1,066, Anderson, 12th Sept.—Hoihow 11th Sept.—Rice and Pigs—Agard, Thorsen & Co.

INABA MARU, Japanese str. 3,357, R. Takada, 13th Sept.—Yokohama and Shanghai 10th Sept. General—Nippon Yusen Kaisha.

KOWLOON, German str. 1,487, A. Enigk, 12th Sept.—Samarang 2nd September, Sugar—Hamburg-Amerika Linie.

MARIE, German str. 1,105, Christiansen, 13th Sept.—Java, Sugar—Jensen & Co.

NIPPON MARU, Japanese str. 4,567, W. B. Filmer, 13th Sept.—San Francisco 17th August, Mills and General—Tokyo Kisen Kaisha.

OCEANIC, French str. 4,143, H. Soller, 13th Sept.—Marselles via Saigon 15th August, Mills & General—Messageries Maritimes.

PAU, French str. 1,299, Chessmen, 12th Sept.—Hoihow 8th Sept.—Bradley & Co.

PROMETHEUS, British str. 1,024, H. Jensen, 13th Sept.—Bangkok 4th and Swatow 12th Sept. Rice—Agard, Thorsen & Co.

SOSHI MARU, Japanese str. 1,119, T. Sugii, 13th Sept.—Swatow 12th Sept. General—Osaka Shosen Kaisha.

STEVENS, British str. 4,308, A. D. Baker, 12th Sept.—Liverpool 7th September, General—Butterfield & Swire.

TELEMACUS, British str. 1,340, Gillespie, 12th Sept.—Saigon 7th Sept. Rice and General—W. P. King.

TINGHANG, British str. 2,347, Anderson, 13th Sept.—Daly 7th Sept. Coal—Jardine, Matheson & Co.

TIKINI, Dutch str. 7,000, H. Koops, 13th Sept.—Batavia 4th Sept. General—Java-China-Japan Line.

ZAFIRO, British str. 1,623, R. Rodger, 13th Sept.—Marselles 11th Sept. Hemp and General—Shewan, Tomes & Co.

CLEARANCE.

AT THE HARBOUR MASTER'S OFFICE.
13th September.

Australian, French str. for Europe, &c.
Cypri, Italian str. for Singapore.
Hatchery, British str. for Swatow.
Krusberg, German str. for Pakhoi.
Nicomede, German str. for Shanghai.
Quarta, Dutch str. for Batavia.
Stentor, British str. for Shanghai.
Tjiken, Dutch str. for Yokohama.

DEPARTURES.

13th September.

CHONGSHING, British str. for Canton.
CHINMA, British str. for Canton.
DAGNY, Norwegian str. for Hoihow.
HONGHONG, Chinese cruiser, for Shanghai.
HONGHONG, British str. for Amoy.
KJELD, Norwegian str. for Canton.
MANDAN MARU, Jap. str. for Miike.
MONTROSE, British str. for New York.
OCEANIC, French str. for Shanghai.
TAISEN, British str. for Canton.
TAIWAN, British str. for Saigon.

SHIPPING REPORTS.

The Brit. str. *Telemaque* reports: Typhoon South of Paracels, from there fine weather to port.

VESSELS IN DOCK.

September 15th.

ABERDEEN DOCK.—*Sorogon, Hyetta, Hanos, Himsong.*

KOWLOON DOCK.—*Sorogon, Hyetta, Hanos, Himsong.*

CORNFORT DOCK.—

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to PERSEUS Gulf and Bagdad, also BAHAMAS, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"
Captain Dini, will be despatched as above TO-MORROW, the 14th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 11th September, 1909. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Holmes, will be despatched as above TO-MORROW, the 15th Sept., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 26th August, 1909. [1114]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
"SURUGA," ... On 4th Oct.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents,
Hongkong, 9th September, 1909. [1193]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH
LONDON &c. VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—
ROTTERDAM & HAMBURG, VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k.w.
HAYRE, BREMEN & HAMBURG, &c.	G. FRED. LAMBE	Ger. str.	k.w.
MARSEILLES, &c. VIA PORTS OF CALL.	NICOSE	Ger. str.	k.w.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	k.w.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA	Ger. str.	k.w.
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	ATSUBA MARU	Jap. str.	—
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Jap. str.	—
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	DREIFLINGER	Ger. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	INDRAJIT	Ger. str.	k.w.
NEW YORK	SURUGA	Brit. str.	—
BOSTON & NEW YORK	INVERNESS	Brit. str.	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	SUVERIC	Brit. str.	—
VACOMA VIA KIELUNG, SHANGHAI & JAPAN	TACOMA MARU	Jap. str.	—
VICTORIA, B.C., & SEATTLE VIA KIELUNG, &c.	SHINANO MARU	Jap. str.	—
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TANIGI MARU	Jap. str.	—
AUSTRALIAN PORTS VIA TIMOR, &c.	EMPIRE	Brit. str.	1 m.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—
YOKOHAMA & KOBE	ITO MARU	Jap. str.	—
YOKOHAMA & KOBE	KITANO MARU	Jap. str.	—
YOKOHAMA & KOBE	COBLENZ	Ger. str.	—
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—
YOKOHAMA & KOBE	TIKINI	Dutch str.	—
YOKOHAMA & KOBE	CHONGSHING	Brit. str.	—
YOKOHAMA & KOBE	WINGSANG	Brit. str.	—
YOKOHAMA & KOBE	LEBRIA	Ger. str.	k.w.
YOKOHAMA & KOBE	DELTA	Brit. str.	—
YOKOHAMA & KOBE	AUSTRIA	Ger. str.	—
YOKOHAMA & KOBE	TINGHANG	Brit. str.	—
YOKOHAMA & KOBE	CHINMA	Brit. str.	1 m.
YOKOHAMA & KOBE	NANSANG	Brit. str.	—
YOKOHAMA & KOBE	PESHAWAR	Brit. str.	—
YOKOHAMA & KOBE	CELANO MARU	Jap. str.	—
YOKOHAMA & KOBE	KWONGSANG	Brit. str.	—
YOKOHAMA & KOBE	WINGSANG	Brit. str.	—
YOKOHAMA & KOBE	LUNZOW	Ger. str.	1 m.
YOKOHAMA & KOBE	ANNU	Brit. str.	1 m.
YOKOHAMA & KOBE	TRABAGHAR	Dan. str.	—
YOKOHAMA & KOBE	LYNAR	Brit. str.	—
YOKOHAMA & KOBE	SYDNEY	Ger. str.	k.w.
YOKOHAMA & KOBE	BELOARVA	Ger. str.	—
YOKOHAMA & KOBE	TIKINI	Dutch str.	—
YOKOHAMA & KOBE	SOSHI MARU	Jap. str.	—
YOKOHAMA & KOBE	DAIWIN MARU	Jap. str.	—
YOKOHAMA & KOBE	RAMING	Brit. str.	2 h.
YOKOHAMA & KOBE	HAIKUN	Brit. str.	2 h.
YOKOHAMA & KOBE	TEAN	Brit. str.	—
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—
YOKOHAMA & KOBE	RUDI	Brit. str.	—
YOKOHAMA & KOBE	TAMING	Brit. str.	—
YOKOHAMA & KOBE	YUNNANG	Brit. str.	—
YOKOHAMA & KOBE	ZAYIRO	Brit. str.	—
YOKOHAMA & KOBE	BURGLANG	Brit. str.	—
YOKOHAMA & KOBE	BORNEO	Brit. str.	—
YOKOHAMA & KOBE	CARPE	Jap. str.	—
YOKOHAMA & KOBE	YOSHIE MARU	Jap. str.	—
YOKOHAMA & KOBE	SHANTUNG	Brit. str.	—
YOKOHAMA & KOBE	OWANG	Brit. str.	—
YOKOHAMA & KOBE	CATHERINE APCAR	Brit. str.	—
YOKOHAMA & KOBE	HINSANG	Brit. str.	—
YOKOHAMA & KOBE	FOOKSANG	Brit. str.	—

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shetton	On 30th September.
OCEANO	4,567	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS,
QUEEN'S BUILDINGS. 8

Hongkong, 31st August, 1909.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR

STEAMERS

TO SAIL.

KUDAT & SANDAKAN ... "BORNEO" ... Thursday, 16th Sept., at 9 A.M.

SHANGHAI, NAGASAKI, KOBE ... "LUEZOW" ... About Wednesday, 22nd September.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ... "DERFFLINGER" ... Saturday, 25th Sept., at 4 P.M.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ SIGISMUND" ... Friday, 8th Oct., at D'light

YOKOHAMA & KOBE ... "COBLENZ" ... (About Saturday, 15th October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 11th September, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong: "MONTEAGLE" SATURDAY, 18th Sept. "EMPEROR OF INDIA" SAT., 25th Sept. "EMPEROR OF JAPAN" SAT., 15th Oct. "EMPEROR OF CHINA" SAT., 6th Nov.

From Quebec, or St. John, N.B. "EMPRESS OF IRELAND" Fri. 22nd Oct. "ALLAN LINER" FRIDAY, 12th Nov. "EMPRESS OF BRITAIN" Fri., 3rd Dec.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamship, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate (Steamer) "243" "243."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

Hongkong, 1st September, 1909. Queen's Building.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR

STEAMERS

TO SAIL.

MARSEILLES, VIA PORTS ... "AUSTRALIEN" ... On 14th Sept., 1 P.M.

SHANGHAI, KOBE & ... "SYDNEY" ... On 27th Sept., P.M.

YOKOHAMA ... "POLYNESIE" ... On 23rd Sept., 1 P.M.

MARSEILLES VIA PORTS ... "AUSTRALIEN" ... On 14th Sept., 1 P.M.

Transshipping on the Co.'s Steamers for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 1st September, 1909. Queen's Building.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 16th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 13th September, 1909. [1178]

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobol, will leave for the above places on FRIDAY, the 17th inst.

This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to SANDELL, WILBER & Co., 1 Prince's Building, Hongkong, 10th September, 1909. [5]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP Co.

For NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

B.S. "INDRAPURA" ... On 17th Sept., 1909.

For Freight and further information apply to—

SHEWAN, TOMES & Co., General Agents, Hongkong, 25th August, 1909. [1108]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSEUS GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"

Captain Owen Jones, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 18th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's "Monsieur," 11,000 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the E.M.S. "Barry" due in London on the 30th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 7th September, 1909. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1898. [9]

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Gutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 16th Sept.	Freight and Passage.
LONDON via Usual Ports	ASSAYE	Noon, 18th Sept.	See Special of Call.
SHANGHAI, MOJI, KOBE	PESHAWUR	About 18th Sept.	Freight and Passage.
MARSEILLES, LONDON and ANTWERP	BOERNE	About 22nd Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th September, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 14th Sept., 3 P.M.
SHANGHAI	"CHINHUA"	On 15th Sept., 4 P.M.
CEBU and ILOILO	"CHENKANG"	On 17th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 19th Sept., 4 P.M.
MANILA	"TAMING"	On 21st Sept., 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 22nd Sept., 4 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 22nd Sept., 4 P.M.
MANILA	"TAIYUAN"	On 23rd Sept., 4 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"ANHUI"	On 23rd Sept., 4 P.M.
SHANGHAI	"LINAN"	On 26th Sept., 4 P.M.
DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.	"S.S. LINTAN" and "S.S. SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 14th September, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

11

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to
HONGKONG, 28th August, 1909.

MELOHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Tuesday, 14th Sept., 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NANSANG"	Thursday, 16th Sept., Noon.
SHANGHAI	"TANGSANG"	Friday, 17th Sept., 4 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Friday, 17th Sept., 4 P.M.
MANILA	"LOONGSANG"	Friday, 17th Sept., 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 18th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"HINSANG"	Sunday, 19th Sept., 4 P.M.
SHANGHAI	"WINGSANG"	Sunday, 19th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Thursday, 23rd Sept., 2 P.M.
MANILA	"YUENSANG"	Friday, 24th Sept., 4 P.M.

RETURN TOURS TO JAPAN.
Occurring 24 DAYS.

The Steamers "KITSANG," "NANSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin it at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to—
HONGKONG, 14th September, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY and FOCHOW.	TUESDAY, 14th Sept., at 2 P.M.
"HAIMUN"	SWATOW	WEDNESDAY, 15th Sept., at 2 P.M.
"HAITAN"	SWATOW, AMOY and FOCHOW.	FRIDAY, 17th Sept., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
HONGKONG, 14th September, 1909.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

1579



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU, Capt. R. Takeda.	6,500	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEBELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	HITACHI MARU, Capt. N. Mathieson.	7,000	WEDNESDAY, 29th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	S. SHINANO MARU, Capt. K. Kawara.	7,000	TUESDAY, 14th Sept., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	*TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 28th Sept., at 4 P.M.
KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler.	6,000	FRIDAY, 1st Oct., at Noon.
SHANGHAI, MOJI and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	6,000	FRIDAY, 29th Oct., at Noon.
YOKOHAMA and KOBE	YEBOSHI MARU, Capt. B. Koo.	4,500	THURSDAY, 16th September, at Noon.
YOKOHAMA and KOBE	IYO MARU, Capt. S. J. G. Parsons.	6,500	FRIDAY, 17th Sept., at A.M.
NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU, Capt. Fred. Fraz.	4,500	FRIDAY, 17th Sept., at A.M.
	KITAN MARU, Capt. F. E. Cope.	9,000	THURSDAY, 23rd Sept., at Noon.
	YAWATA MARU, Capt. T. Sekine.	5,000	WEDNESDAY, 29th Sept., at Noon.

§ Fitted with New System of Wireless Telegraphy.

* Omitting Keelung and Shimidzu.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, a 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MIYASAKI MARU - (Capt. I. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

HONGKONG, 1st September, 1909.

T. KUSUMOTO,
MANAGER.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 18th Sept., Noon.
ZAFIRO	2540	E. Rodger	Manila	On 25th Sept., Noon.

For Freight or Passage apply to—
HONGKONG, 8th September, 1909.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

SS. LIBERIA	15th Sept.
SS. BELGRAVIA	29th Sept.
SS. SILESIA	19th Oct.
SS. BRISGAVIA	19th Oct.

Further Particulars, apply to—
HONGKONG, 10th September, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR:
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

SS. HONGKONG MARU	600 tons gross	Sail Oct. 26th, at Noon.
SS. MANSU MARU	500 "	Dec. 10th, at Noon.
SS. AMERICA MARU	600 "	Febr. 5th, 1910, at Noon.

For particulars apply to—
HONGKONG, 2nd September, 1909.

K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yok Building.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
15, DES VIGUEUX ROAD, HONGKONG.

Japan Office:—
14, WATER STREET YOKOHAMA.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
ARCADIA	7000	February 5	MANTUA	11000
ASSAYE	7500	February 19	CHINA	8000
DELTA	8000	March 5	MALWA	11000
MACEDONIA	10500	March 19	(Through Steamer calling at Bombay)	
DEVANHA	8000	April 2	MONGOLIA	10500
ASSAYE	8000	April 16	MAREKORA	10500
DELTA	7500	April 30	MOREA	11000
DELHI	8000	May 14	MOOLTAN	10000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following:
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE FOR

LONDON. CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	Tonage 6500 about January 26	about March 12
* SUMATRA	6500 February 9	March 25
* NYANZA	6700 February 23	April 9
* SUNDA	4670 March 6	April 23
* MALTA	6660 April 20	May 4
* SARDINIA	6570 May 4	June 18
* NORA	6700 May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):
1st SALOON £55.10 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4

* Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to—

10/6

E. A. HEWETT,
SUPERINTENDENT

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto. "FITZPATRICK" Capt. E. R. Hutchinson.	6,178 4,416	SATURDAY, 2nd Oct., at Noon. SATURDAY, 23rd Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted vessels for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW, & AMOY	"SOSU MARU" Capt. K. Suji	WEDNESDAY, 15th Sept., at 10 A.M.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 19th Sept., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the month of September.

For Speed, Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

Young Men's Build Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,
MANAGER.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
Captain G. C. Candy, will be despatched as above on or about the 27th inst.

For Freight or Passage apply to—
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 6th September, 1909. [1172]

"INDRA" LINE LIMITED.
FOR BOSTON AND NEW YORK.

THE Steamship
"INVERESK,"
will be despatched as above on or about the 16th October, 1909.

For Freight apply to—
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 11th September, 1909. [1192]

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SANDER, WIELER & Co.,
Agents.
Princes' Buildings,
Hongkong, 28th August, 1909.

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